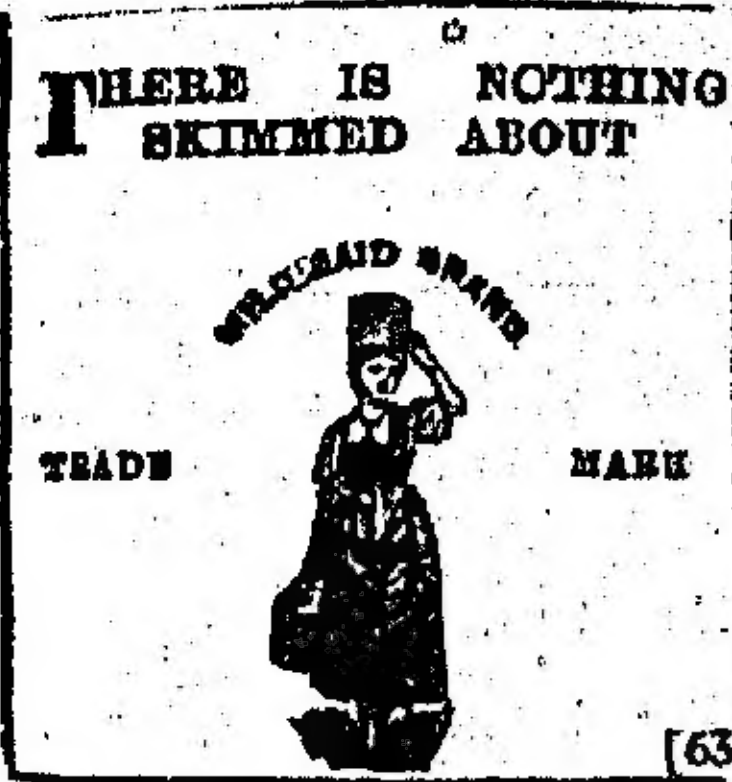


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Hongkong, 1st January, 1913. [146]

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## The Daily Press.

HONGKONG, FEBRUARY 5TH, 1913.

Military movements in the neighbourhood of Mongolia are commanding a good deal of public attention in the North. Chinese troops are moving from Kalgan to the chief places on the Mongol border, extending from Kalgan to Alolokor, and a Russian correspondent at Urga has reported that the Chinese have captured Hoshun and Tsun-sunit and arrested two Sunit princes. He also states that the Chinese are fitting out a second expedition which they are dispatching in the direction of Daringang. We further learn that the Urga Mongols have sent two hundred troops to south-east Mongolia, while eight hundred are in the vicinity of Kueihwachang. Their plan of campaign appears to be to harass the Chinese border until the Chinese, naturally retaliate and march on Urga. In such an event the Mongols rely upon Russian assistance to see them through. TOKAUCHI, a famous robber-chief, has been appointed generalissimo of the Mongol forces, of which his former followers are now the flower. As they are better than the Mongols, the latter fear his power. The Russian GOVERNOR-GENERAL of the Amur Province has recently had a conference with the Russian railway, military and consular authorities at Harbin and has proceeded to St. Petersburg. These items

In the northern papers are followed by a telegraphic announcement from Harbin that the Chinese Minister at St. Petersburg has resigned, owing to illness, which is presumed to be diplomatic. Dr. E. J. DILLON, the well known writer on foreign affairs, has a very informing article in the current issue of the *English Review* entitled "The Chinese Pale of Settlement," in which he deals fairly exhaustively with the Mongolian Question. He sums up in these terms: "Russia feels bound to hinder at all costs the influx of Chinamen into Mongolia. Mongolia would rather be swallowed up whole by the Tsardom than become a province of the Republic. And for China it is a matter of life and death to keep open for colonisation her vast territories beyond the Wall which are now being systematically closed to her. They are the lungs of the Chinese nation. Is there a statesman who could harmonise these conflicting aims and interests without an appeal to the sword?" We long ago expressed the view which Dr. DILLON now states that before a settlement can be reached the two rival Powers must appeal to the sword and that the only uncertain element in the matter is time. Dr. DILLON very truly remarks that Mongolia asserted her right to stand alone just long enough to enable her to sign away her suddenly revived independence. "From Chinese it has become Russian. From being a magnificent potential colony for the crowded inhabitants of the Celestial Empire, it is transformed into a forbidden region whence Chinamen are more rigorously excluded than from Australia or the Western States of North America. Against this the Republic naturally protests, and will carry her protest to the point of military resistance whenever she can. Russia on her side, insists and pleads interests which seem vital." What are those interests of Russia which seem to Dr. DILLON vital? The article gives no Russian official views on the subject, but quotes two unofficial declarations as representing the views of unofficial Russia. From a book entitled "Some Data about Contemporary Mongolia" by Count BENNINGSEN, a striking page is quoted from which we take the following sentences: "War against China is inevitable. If it is waged in the near future, the theatre will be almost exclusively Manchuria and Eastern Mongolia; that is to say, our troops will not encounter serious resistance anywhere else. To-day we need only a single army in Manchuria and Priamur, in a few years we shall also require one near Lake Baikal. As we shall never become China's friend the sooner we equip ourselves for the tussle the better. Which of the two alternatives is more to our advantage, to consolidate ourselves in the East, to lay out enormous sums on the work and in the end to be forced to begin the contest just when it suits China, or else with a relatively small outlay to demolish that nation when it is to our advantage to do so [and to cripple it for many years to come? This question I leave statesmen to answer. After a successful campaign we could assure our safety by forming two separate States out of Mongolia and Sin Dzian, and deny the Chinese admission by means of various restrictions." J. KUNSTOW, the author of "Mongolia and the Mongolian Question," mentions the contention that "it is an absolute necessity, and, indeed the only issue out of the present political conjuncture, to annex to Russia, Mongolia and the northern part of Chinese Turkestan, as far as the Great Desert of Gobi, tracing the frontier along the line of the mountain chain Tian Shan, and further eastwards to the town of Tao-nan-fu." The author fully concurs in that view and expresses the opinion that Russia's politico-strategical task lies entirely in depriving China of every possibility of advancing towards Russia's borders and getting a hold there. As to China's side of the question, we have never before seen it represented that to her it is a matter of life and death to keep open for colonisation her vast territories beyond the Wall. Although the commonly received estimate of China's population is some 400,000,000, every traveller agrees that it is only in the most highly favoured districts, like the fertile valleys of the Yellow River and the Yangtsze, that the density of population approximates that of some European countries. There would seem to be abundance of room in China Proper for every son of Han, if the country were properly governed and developed. In our opinion China's opposition to the alienation of Mongolia is inspired by sentimental rather than economic reasons. The permanent separation of Mongolia from the great Republic is a grievous blow to the newly-constituted State. It involves a change in the flag, and the affront is so serious that it can never be forgiven. Hence an appeal to the sword is inevitable, and it would seem from the military movements in the neighbourhood of the frontier that serious trouble will break out at no very distant date.

Mr. G. Friesland lectures at the German Club this evening on "Winter Sports at St. Moritz."

The Tokyo Race Club, at Meguro, has been burnt down. Twenty-two racehorses were destroyed in the fire.

It is semi-officially stated that the Mongolians are negotiating in St. Petersburg for a loan of two million roubles.

His Honour Mr. Justice Gompertz, Puisne Judge, has been appointed acting Chief Justice during the absence on leave of Sir William Rees Davies, K.C.

The body of a child six months old was found in a basket in a street in the western district. The child had apparently been abandoned by its parents.

The usual fair, a feature of the approach of China New Year, is in progress in Chinatown. The stalls do not seem quite so numerous as on former occasions.

An extra train for Shamchun, calling at the Golf Course crossing, Fanling, leaves Kowloon at 10.15 a.m. to-morrow. The announcement which will be found in our advertisement columns includes certain alterations to the evening trains.

The police have been informed that on Monday night three men entered a house at Lyceum occupied by an elderly couple, and after using violence to the inmates secured money and jewellery to the value of \$80. One of the villagers set out to report the matter to the police at Kowloon City, and while passing through Yaumati saw one of the robbers, whom he arrested. The latter was found to be in possession of a quantity of the stolen property.

We take the following from the *Japan Gazette*:—"The many friends of Mrs. Shallard, who was so well-known here formerly as Miss Addie Page, are delighted to see her in Yokohama once more, while regretting that she is to make a short visit. Mrs. Shallard arrived here from Hongkong with her husband and family last Sunday, and intends staying in Kamakura for a fortnight, after which she will spend a few days in town before returning."

Lovers of music should make a note of the Philharmonic Concert on Saturday night next in the Theatre Royal. The Philharmonic Society has departed somewhat from its usual custom in giving a concert version of an opera, but judging by the booking "Merrie England" will be performed to a large house. The music of "Merrie England," whilst it is light and melodious, is at the same time original and classical enough to satisfy the most fastidious taste. The work has been specially scored for this production for band by Mr. Denman Fuller, the conductor of the Society, and the soloists are all well-known amateurs.

A new paper has just started publication in Shanghai in the interests of Socialism named the *Hina Socialists*. It is partly printed in Chinese and partly in Esperanto. The first issue has been got up on a modest scale, but it is stated that the paper hopes in time to extend the scope of its work, especially in the direction of disseminating Socialist literature in Esperanto. There are at present between 40 and 50 students in the Esperanto School in Nanking Road. The paper's policy, we are told, may be summarized in five words:—Socialism, Esperanto, Woman's Emancipation and Labour. This policy the *China Republican* says, coincides in principle with that of the Kuo-Min-Tang, for although the Party has changed in name, its policy remains the same, nearly all its members being ardent Socialists. The majority of its members are recruited from the Tung Meng Hui, whose original aims as formulated by Dr. Sun Yat-sen, who is, as is well-known, an enthusiastic Socialist, were the overthrow of the Manchu Dynasty, the establishment of a Republic and the introduction of Socialism.

## HONGKONG HOTEL.

The profit of the Hongkong Hotel Company, Limited, for the half year ending 31st December, 1912, amounts to \$85,618, which, subject to audit, the Board of Directors propose to apportion as follows:—  
To pay a dividend of \$3.00 on 15,000 old shares ..... 36,000  
To pay a dividend of \$1.50 on 8,000 new shares ..... 12,000  
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To write off Electric Light Installation account ..... 10,000  
To transfer to Repairs and Renewals account ..... 10,000  
To write off Hotel Launch account ..... 1,000  
Carry Forward ..... 1,618  
\$85,618

## HONGKONG GYMKHANA CLUB.

The annual general meeting of The Hongkong Gymkhana Club was held on Monday evening at the rooms of The Hongkong Jockey Club, Mr. H. P. White presiding.

The accounts for the season 1912 were passed unanimously, the Chairman remarking that the meeting of the Club appeared to be becoming even more and more popular each of the last five seasons, showing a considerable increase in patronage over the previous ones.

Draft rules were laid on the table, discussed and approved.

The remaining members of last season's committee, namely, Messrs. White, Gedge, Brutton and the Hon. C. H. Ross, were re-elected and it was unanimously decided that the Honorary Secretary should ask Captain Dickinson, D.C.L.I. to fill the vacancy occurring through the departure from the Colony of Captain Agg, K.O.Y.L.I.

Mr. R. F. C. Master was re-elected Honorary Secretary and Treasurer and votes of thanks to him and Mr. Blason who kindly audited the accounts were unanimously passed.

This concluded the business.

## THE MAGISTRACY.

Sixteen men were charged by Inspector Dymond with playing fantan. The first man was fined \$50 for being the keeper, one man, who failed to appear, had his bail of \$5 estreated, and the remainder were fined \$3 each.

Two coolies were brought before Mr. C. D. Melbourne yesterday charged with stealing type from the *Hongkong Daily Press*. One, a press coolie, was convicted, and sentenced to three weeks' hard labour, the other being discharged.

It was stated at the Magistracy yesterday that fights at street fountains were not so numerous now as they used to be, one explanation being that there are more fountains now than formerly. One Chinese who was convicted by Mr. Hazleland yesterday of assaulting an elderly man by hitting him over the head with a bamboo in the course of a quarrel while waiting to draw water was ordered to pay a fine of \$7 or go to prison for 14 days.

A Greek named Christodoulos was charged before Mr. Hazleland yesterday with unlawfully removing tobacco, cigarettes, papers, labels and manufactured cigarettes and refusing to return them to P. Soffetti, the owner. Mr. P. Goldring, who appeared for the prosecutor, suggested that the case should be adjourned, and added that he wished to see his Worship in chambers with a view to a settlement. The case was remanded for a week, bail being fixed at \$1,000.

## THE ALLAN WILKIE COMPANY.

"THE CARDINAL."  
The Allan Wilkie Company on their return from Manila opened another short season at the Theatre Royal last night, when they played Mr. Louis Parker's very striking costume play "The Cardinal." The play is indeed one of the most enthralling in the Company's repertoire and it is as much a matter for surprise as for regret that so notable a drama did not attract a larger house. The Company has had many opportunities for proving its ability to present successfully the most difficult of plays, and their performance of "The Cardinal" deserved the highest praise. Mr. Wilkie and Miss Hunter-Watts had, as usual, the leading parts.

To-night the Company play "Tribly."

## REVENUES OF RAILWAYS IN CHINA.

The *National Herald* reports the revenue of the railways in China in 1912. The following is the approximate list:—  
Peking-Mukden ..... \$13,000,000  
Peking-Hankow ..... 12,400,000  
Peking-Kalgan ..... 2,800,000  
Tientsin-Pukow ..... 4,000,000  
Shanghai-Nanking ..... 2,900,000  
Homan ..... 700,000  
Canton-Kowloon ..... 600,000  
Cheongling-Taiyuan ..... 2,400,000  
Taoshing ..... 800,000  
Kirin-Changchun ..... 200,000  
Chunghow-Pinghsiang ..... 270,000

With the single exception of the Chuchow-Pinghsiang Railway the revenue in every case exceeded the average for the last three years.

## CHINA'S STANDING ARMY.

The Ministry of War has decided that the strength of China's standing army is to be forty-six Army Corps (or full divisions) and ten sub-divisions, to be distributed as follows:—Six Army Corps in Chihli, four in Fengtien, two each in Hupoh and Kiangsu, one Army Corps and one Sub-Division each in Anhui, Chekiang, Fukien, Hunan, Kiangsi and Singkiang, and two Army Corps and one Sub-Division each in Kuangtung, Yunnan, Kansu and Kuangsi. If this arrangement is passed by the Advisory Council, it will be immediately carried out.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE CHINA LOAN.

LONDON, February 4th.

Reuter's correspondent at Peking telegraphs that the loan agreement with the Six Power Group has been cabled out. It provides for the payment of interest at 5 1/2 per cent. The re-organisation has been completed, and the agreement was to be signed on Tuesday. The gold loan will amount to \$25,000,000. The Group advances \$2,000,000 immediately, after which it intends to issue bonds at an early date, but if the markets be unfavourable, the Group will advance a further \$2,000,000 in February and \$3,000,000 in March. The price of the loan will be six per cent. below the nominal value of the bonds, which will be issued in London at not less than 296 1/2 and in Paris at not less than 297 1/2.

## THE FRENCH MOTOR BANDITS.

LONDON, February 4th.

The trial of the motor-bandits has opened at Paris, the Court being thronged. There were 304 witnesses, the indictment extended to 100 pages, and the exhibits in the case constituted a perfect armoury.

## CANADA AND PREFERENCE.

LONDON, February 4th.

Reuter's correspondent at Ottawa telegraphs that it is announced that the preference to British goods will be extended to the products of the remaining colonies and dependencies which have not enjoyed this preference up to the present, including the Malay States.

## NEW AMERICAN INCOME TAX.

LONDON, February 4th.

The legislatures of three-fourths of the States of the United States, the minimum required to amend the Constitution, has now approved of the proposed federal tax on incomes above \$5,000. It is expected to produce 100 million dollars.

## MONOPLANE ACCIDENTS.

LONDON, February 4th.

A Departmental Committee appointed last month to inquire into the causes of six aeroplane accidents has reported that they were not due to causes peculiar to monoplanes and that they saw no reason therefore to recommend their prohibition.

## AUSTRIA AND RUSSIA.

LONDON, February 4th.

Prince Hohenlohe, the chamberlain of the Emperor of Austria, has left Vienna for St. Petersburg bearing an autograph letter from the Emperor to the Tsar, which is understood to reflect the friendly relations between the two Courts.

## BRITISH STEAMER STRANDED.

LONDON, February 4th.

The British steamer *Haddon Hall*, belonging to the Hall Company, Limited, of Liverpool, while on the voyage from Liverpool to the Cape of Good Hope, went ashore at Saldhana Bay, where she lies in an exposed position. Three natives were drowned, but it is reported that the crew are safe.

## GOVERNOR'S MATRIMONIAL TROUBLES.

LONDON, February 4th.

The Divorce Court has granted Sir W. H. Manning, the new Governor of Jamaica and formerly Governor of Nyassaland, divorce, subject to certain formalities, on the ground of his wife having eloped with the aide-de-camp, Captain Evan Llewellyn. The case was undefended.

## THE LIBERAL LAND PROGRAMME.

LONDON, February 4th.

The *Daily News* forecasts the Liberal land programme as follows:—Statutory minimum wage for agricultural labourers of 21 per week, powers to secure land for cottages and allotments, land courts, and urban rating reform.

## DEATH OF KING MENELIK.

LONDON, February 4th.

The *African World* at Adisababa announces that King Menelik is dead, and that his successor Lidjuleseu entered the capital on Sunday amid great pomp. [King Menelik, whose death has been reported several times, became King of Abyssinia in 1889. He was born in 1842.]

[THROUGH REUTER'S AGENCY.]

## THE BALKAN WAR.

## PEACE PROSPECTS.

In order to rid itself of the responsibility for the renewal of fighting, the Porte has ordered the Turkish delegates to remain in London till hostilities have been resumed. The Turkish troops will wait for the enemy to fire first.

The Berlin *Tageblatt* states that Germany has advised Bulgaria to show a conciliatory spirit and to continue the negotiations on the basis of Turkey's reply to the Powers. Britain and France have informed Germany that they will give Turkey no pecuniary assistance till peace is concluded. Germany has replied that she will follow the same course. France has intimated to the Allies that it would be advisable for their delegates to remain in London and continue negotiations even if hostilities be resumed, as was done in the Turco-Italian war.

It is reported that official quarters in Constantinople have not abandoned hope that hostilities will be prevented. It is understood that the British and German Ministers have addressed urgent representations to Sofia, the outcome of which is eagerly awaited in the Turkish capital. Meanwhile the Government are not neglecting to take precautions to meet all eventualities.

Bulgaria is willing to agree to the appointment of a representative of the Caliph at Adrianople after the cession of the town.

## HOSTILITIES RESUMED.

Reuter's correspondent at Constantinople wires that hostilities have been resumed with the bombardment of Adrianople and an insignificant skirmish at Chatalja, both beginning punctually at seven o'clock on Monday evening.

## ROUMANIA AND BULGARIA.

A message from Bucharest states that the Bulgarian offer embodied in the protocol of the 29th January is for a straight frontier from Silistria, excluding the town, which remains Bulgarian, to Salkhik. It is not expected that Roumania will accept this offer.

## MARRIAGE OF THE CHIEF JUSTICE.

The marriage of His Honour Sir William Rees Davies, Chief Justice, to Hilda Kathleen Chaplin, second daughter of the late W. E. Blennerhassett Atthill, Esq., of Faversham, Kent, was solemnised yesterday morning at the Peak Church, by the Rev. G. B. Berry, M.A., of Emmanuel Church, Plymouth.

His Excellency the Governor and Lady May were present at the ceremony, and His Excellency gave the bride away. Captain Cayley, R.N., H.M.S. *Minotaur*, attended the Chief Justice as "best man," and he was supported by his Honour Mr. Justice Gompertz, the Attorney-General (Hon. Mr. J. A. Bucknill) and Mr. C. D. Melbourne.

It is interesting to learn that the officiating clergyman, the Rev. G. B. Berry, is a distinguished graduate of Trinity Hall, Cambridge, which is also the College where the Chief Justice graduated.

Sir William and Lady Rees Davies left immediately after the wedding by str. *Goeben* for a fortnight's stay in the Philippine Islands.

## THE MARRIAGE OF SIR ALEXANDER HOSIE.

At the Vineyard Congregational Church, Richmond, on the 2nd ult. Miss Dorothea Southill, only daughter of the Rev. W. E. Southill, M.A., and Mrs. Southill, of Lancaster Lodge, Queen's-road, Richmond Hill, was married to Sir Alexander Hosie, late of H.B.M.'s Consular Service in China. The bride is of the Newnham College (Cambridge) and Bedford College for Women, London, and was born in China, went through the revolution in Peking, and is greatly interested in Chinese questions, whilst her father is an ex-president of the Imperial Shansi University, and president-elect of the united universities' proposed Central China University, of which Lord Wm. G. Cecil is one of the principal promoters. The wedding was quiet, only the members of the family being invited, and the bridegroom's son, Mr. Alexander L. Hosie, the well-known athlete, of Magdalen College, Oxford, was the best man. The service was conducted by the Rev. A. Johnstone, pastor, who was assisted by the Rev. Alfred Southill, B.A., a member of Ashville College, Harrogate, and uncle of the bride. There was only one bridesmaid, Miss Ellen Stott, also of Newnham and Bedford College. A reception was subsequently held at Lancaster Lodge, and later the bride and bridegroom left for their honeymoon in Kent.



will certainly be no toleration of any further violation of British treaty rights. When a British force marched to Lhasa, there was no intention on our part to pave the way for Chinese sovereignty, which has never been exercised over Tibet. The admission of Chinese sovereignty would nullify the valuable rights we acquired under the Lhasa Treaty, a document which postulated the continuance of an autonomous Tibetan Government. The trouble with an Administration which is "dangerously invertebrate" is that it always tries to simulate strength somewhere. In selecting Tibet as the most suitable area in which to display a pretence of strength, the Chinese Government is making a grievous mistake. If it counts upon the known dislike of further intervention in Tibet, which has always been manifest—and perhaps rightly manifest—in certain official quarters in London, it will probably be un deceived. We again urge that the best way of terminating for ever Chinese attempts to assert sovereignty over Tibet is to send a British representative to Lhasa. Such a step implies no "forward movement," but Great Britain is placed in a false position when stress is laid upon our right to maintain independent relations with the Tibetan Government, while at the same time all communications are sent to Lhasa by the circuitous route of Peking.—*The Times*.

It is reported in Northern papers that the various political parties of Kwangtung have wired to the Chinese Government saying that they have been informed that Wang Ho-chien and Wang Shi-lung, two Rebellious Generals of Kwangtung have arrived at Peking and it is reported that the Government proposes to offer them official positions. Wang Ho-chien had, during last Spring, cruelly devastated Kwangtung with his rebellious troops and Wang Shi-lung has attempted to engender a counter-revolution beside inciting the bad characters of Kwangtung to create disturbances. Since their escape from Kwangtung, Kwangtung officials have failed to effect their arrest. Now as they are in Peking, the Government should immediately arrest them and send them back to Kwangtung to be dealt with in accordance with law.

QUESTION OF EXEMPTION CERTIFICATES.

Responsible foreigners, connected with the largest and most influential importing firms, inform Reuter's correspondent at Mukden that unusual and inexplicable difficulties have lately been encountered in the importation of goods in many widely separated parts of Manchuria regarding the passing of Manchurian export certificates, which authorities have been respecting. The idea prevails that this is due to the local authorities concerned wishing to obtain every possible available augmentation of their administration. Inquiries made by Reuter's representative confirm that such a trouble exists, but he learns, semi-officially that there is no organized movement against foreign interests whatsoever. It is alleged that the delay in passing goods is due in some cases to attempts on the part of some employees of the importing firms to pass other goods, which are not exempt with the exempt merchandise.

The Bishop of Western China, in an address given at the monthly general meeting of the Society for Promoting Christian Knowledge, London, last month, expressed his great gratitude to the Society for the help given towards the new Pro-Cathedral and Mission Theological College at Tsaoching. At latter a large number of Chinese—being both for Holy Orders and for Catechists, and there were working in his diocese three Chinese clergymen and a large number of all of whom had been trained at this institution. The Bishop also spoke of a great opening of the eyes of the people, who he was particularly the more anxious to send to the proper schools.

Grants were voted amounting to £21,128, including £450 for the Bishop of Canterbury's Mission to China.

Travellers *vid* Siberia, who are the journey for the first time, are full for practical advice, as the journey may be made very unpleasant by a knowledge of many minor matters, the knowledge of which would ensure comfort and correspond to the following paragraph contributes to the inexperienced:—

As regards baggage.—It is desirable as little as possible. Trunks are a nuisance. They are unnecessary. They to be removed to the Customs for examination at the frontiers, and in the case of trains are apt to be left behind—cases, kit bags, or Japanese koribates. Of the latter the largest size is large for the racks.

Ladies should have a dust cloak, towels and some toilet soap. They supplied are the size of pocket handkerchiefs and scarce at that. A safety razor is available for gentlemen, as the others are at some risk on a jolty bit of road.

Three meals a day in the dining car is expensive and unnecessary, so any traveller to economise may do so by taking food and a small camp outfit. Thus a picnic easily twice a day is the best and take, say, one meal a day in a car. To do this the following is necessary:—

Small spirit stove, small kettle, knives, forks, spoons, plate, or enamelled wash basin. Some old tin dishes and dusters. Supply of milk, butter, tea, coffee essence, biscuits, etc., etc. Small tins of much more convenient than the

The following is taken from the Manila *Catheneas* of Saturday last:—  
With propeller shaft broken, the steamship *Yingchow* with 130 passengers and a crew of 67 is drifting helpless somewhere along the west coast of Luzon at the mercy of a gale reported to be blowing outside while the coastguard cutters *Mindanao* and *Corregidor*, the steamship *Tean*, and possibly a United States cruiser are scouring the seas under forced draft in search of her.

of her. The *Yingchow* sailed from Manila for Amoy on Tuesday (January 28th), and when well up the coast her propeller shaft broke. While drifting back helpless about 30 miles off the Bnao light, a boat in command of G. P. Macdonald, second officer of the vessel, was launched and he succeeded in making Piedra Point Wednesday afternoon and immediately telegraphed the information of the accident to the local agents, Messrs. Smith, Ball & Company, requesting that help be sent.

The coastguard cutter *Mindanao* was dispatched Wednesday night and no trouble was anticipated, both vessels being expected in port yesterday. But yesterday (Friday) a message came from the *Mindanao* stating that the *Yingchow* had not been found, but that the search would be continued. It was only upon receipt of this message that any alarm was felt for the safety of the vessel.

When the steamship *Teian* arriving from Hongkong yesterday morning and Capt. Overbridge, in command of the vessel, reported a terrific gale outside great anxiety was felt for the *Yingchow's* safety, for with a heavy north-east swell coming around northern Luzon the vessel stood in danger of being driven on Scarborough shoals. Assistance was requested of the port officials and the cutter *Corregidor*, then at Aparri, was ordered to proceed in search and later in the afternoon the steamship *Teian* was sent out on the same mission. Colonel H. B. McCoy, General Collector of Customs also inquired, through the Governor-General, that a cruiser be sent out in search of the steamer.

It was believed yesterday afternoon the *Yingchow* would be somewhere between Bolinao point and Scarborough shoals, but with a heavy gale blowing and the vessel practically helpless, except for the slight assistance of small staysails fore and aft, which may not render any assistance at all in heavy weather, she may be many miles out at sea, if she escaped the shoals.

A Democrat Cabinet was definitely formed, on the 9th ult., the portfolios distributed as follows:—

Finance .....	Senhor Affonso Costa.
Interior .....	Senhor Rodrigo Rodrigues
Justice .....	Senhor Alvaro de Castro
War .....	Major Pereira Bastos.
Marine .....	Senhor Freitas Ribeiro.
Foreign Affairs...	Senhor Antonio Macieira
Public Works.....	Senhor Antonio Maria d Silva.

was Minister of Justice in the Provisional Government. Senhor Macieira has been Minister of Justice, and Senhor Freitas Ribeiro Minister for the Colonies.

Dr. Afonso Costa the Premier appeared in Parliament on the 10th ult. with the members of the Cabinet. In a speech outlining the Government's programme he declared that he would maintain all laws already passed, including that of separation of Church and State. Under this law, he said, could be discussed as soon as Parliament desired. He promised to present Bills with the object of developing trade, agriculture, and industry. The Budget having to be presented January 15, that prepared by the Government would be adopted, but Costa stated that the next Budget would show great reductions. The Premier said that in international relations the new Government would continue the policy of friendship with the foreign countries, based on the Portuguese alliance with Great Britain.

Negotiations, the *N. C. Daily News* understands, are in progress between the Chinese Telegraph Administration and the Huangpu Conservancy for the acquisition of a piece of ground at Wusung for the wireless station which it has decided to erect there. It is understood that the decision was taken to erect such a station at Wusung, and the contract for the plant, which will be more powerful than that at present in Shanghai, has been allocated. The land now required is a piece of raised ground on which to place the station, and it is anticipated that within a short time negotiations will be brought to a conclusion and the work started. The wireless telegraphy apparatus which is to be installed will have a working radius of some 1,200 miles during the day, and considerably more at night.

LONDON CHAMBER OF COMMERCE JOURNAL.  
(BY SPECIAL CORRESPONDENT.)

The year 1912 began with a bright outlook for the shipping trade, and had not been for a number of disastrous strikes this promise would have been more than fulfilled. Even as it is, the result in our maritime business in general may be considered to have been exceedingly satisfactory, for freights have remained high, and, in spite of dearer coal, wages and insurance, the profits of shipowners taking it all in all, may be considered to have reached a record. In the American market, in the course of two years, freights have improved a hundred per cent., the rate from Calcutta, just as it was in the same period went up from 90s. to 35s., the demand for tonnage from the Plate has been large and its profits have been realized, whilst the Black Sea trade which has been disorganized owing to European wars and the holding up of a large number of steamers through the closing of the Dardanelles, has been fortunate for the shipping trade generally owing to the withdrawal of a great amount of tonnage from the market. Undoubtedly the great event of the year was the loss of the magnificent 45,000-ton White Star liner *Titanic*, with many hundreds of passengers, through the negligence of the crew, which brought the iceberg in the Atlantic, the tremendous demand for speed at any price by the travelling public and the impossibility of avoiding disasters at sea so long as such unnecessary risks are taken. An event of so momentous a world of shipping was greeted with sudden death of Lord Furness, most prominent personality in the carrying trade. The great coal strike which for many weeks produced a state of industrial stagnation in this country, ended in the establishment of a statutory minimum wage for miners, had a grave effect both on the shipping and the building industries, more especially in regard to the price of fuel and the export of shipping, America and Germany being much threatened, whilst the outbreak of the war between Turkey and Italy, followed by the closing of the Dardanelles in the early part of the year, and the utilities in the latter months in the Baltic have likewise exercised a disturbing influence on the shipping business. Dock strikes in recent times lasted longer and were more exacerbated in their nature than that in the Port of London, commenced in May and which led to enormous losses to the port as well as the shipping trade in general. The ports of London and Liverpool divide the tonnage of the world, and in the latter they have half the total trade of the world, so that the labour troubles of the latter must naturally affect the sea-carrying trade more than the others. A feature

business very intimately, and continued for the year has been a most successful one in the use of internal combustion engines, especially for auxiliaries for sailing vessels quite a new lease of life having been given to the craft by the introduction of motor, whilst the progress of the form of engine as the source of power for the propulsion of fairly large steamships has been simply phenomenal. More than 14 million tons of heavy machinery were under construction in the ship yards at the beginning of the year, this record has, however, been maintained the twelve months, though the output is not so satisfactory, owing to the present shortclackings and an apparent want of steadiness and disinclination on their part on the part of the men. It seems to be no limit to the size of the vessels for the Atlantic passenger trade, as before the *Titanic* was lost, and a vessel of 50,000 tons was in the same outfit, tonnage which is only equal to the *Imperator*, now being constructed by Hamburg-America Line, and even larger than that of the *Aquitania*, the largest-sized ship of the Cunard Co. Many great shipping amalgamations have taken place during the past year, and that of the absorption of the United Kingdom Line by Sir Owen Phillips, Ltd., the Elder Dempster Company, the five millions sterling being mentioned in the price; developments of a similar nature being the acquisition of substantial interest in Houlder (Furness, Withy & Co.), the opposite of Earnest, Harland & Wolff, of Belfast, and the purchase of the shipbuilders of Belfast, both by Messrs. and the Mersey; the purchase of the British India Company of Calcutta, and Co.'s fleet running from the Far East; and the union of the Indian Shipping Company and the Line, with the purchase by the latter of Houlder Brothers' business. Other developments mentioned are the recent magnification of the Pacific fleet of the Pacific Railway Company; the purchase of the White Star Line Company of 18,000 tons in the Austro-Hungarian extension in the Aegean, particularly by the Birmingham opening of the new enclosure on the largest shipping establishment of a Coast; the establishment of a new aided shipping venture between the Cape and the Indies; the settlement of a mail question, with the early termination of the Cape route; and the beginning of a £14,000,000 scheme of the Dardanelles Authority for bringing the

Amidst the points in which there has been brought to contact the shipping business during the past appointment several important matters may be noticed, such as the use of oil fuel for the use of the body which Mr. Ruxton told us to advise him with reference to the transportation of passengers and distribution of the mail on passenger ships, and the necessity of now considering the question of "International Radio" lists. An International list of ships is also being established, whilst it has also been taken as a step to be taken to establish a national flag line, these efforts in the direction of the free shipping trade of the world are not and a merely "nationalistic" Asquith has recently declared Government is closely connected with the question of war rationing and the recent declaration by George that £10 for each boat subsidy for the merchant marine training ship for the merchant navy also indicates a desire to encourage business affecting the business tendency, however, in this tendency, however, in this shipowners may go too far in protest has been made against a nation that in consequence

disaster the design, building and equipment of vessels should in future be left in the hands of the Board of Trade instead of leaving it to such matters to the initiative of the individuals responsible. Some agitation has recently arisen in labour circles against the revised free-board tables which have of late years permitted many vessels to carry considerably more than under the old rules, but as the technical Advisory Committee which suggested the alterations was practically unanimous in both cases, and there has manifestly of late years been a great improvement in the construction of the hulls of ships, there can be very little in the complaint. Considering the Board of Trade are now considering the whole matter. A Pilotage Bill is now on its way through Parliament radically changing the system by which each locality dealt exclusively with its own pilotage arrangements, substituting one general law for the local deputations, and constituting the Board of Trade as a Court of Appeal whether for pilots, shipowners or pilotage authorities in matters of dispute. It is symptomatic of our present happy state of the freight market that shipowners have just given their seamen and officers a rise in wages without being asked, whilst further evidence of the solicitude of the shipowners for their employees is afforded in the carrying through Parliament, mainly owing to the efforts of Mr. Robert Allom, M.P., of the efforts of the Seamen's Allocations Act a practical connection with the payment of a gratuity to the relatives of sailors, in the existing law. Shipowners generally are looking forward with the greatest interest to the promised opening of the Panama Canal, though their pleasant anticipations of increased trade therefrom have been somewhat damaged by the threatened preferential rates which the United States evidently intend to give to their own shipping. Another reduction of Suez Canal dues will take place in January, and in view of this and other signs of the times the United States would be well advised not to make the great waterway unpopular with its best customers right from the beginning.

Professor A. W. Bickerton, whose theory of the universe is daily winning acceptance among scientists, will, over celebrated his seventy-f

born on the 8th ult. at Alton, in Hampshire. On January 7, 1942, he entered the Bristol Water Carriage Works of the Bristol and Exeter Railway. He was a member of the Royal Exhibition Society and in 1947 he won a Gold Medal at the Royal School of Mines.

During his studies there and at the Royal College of Chemistry he spent his evenings in organizing evening technical classes in London, and it was from them that the great scheme of technical education among the London working class arose.

While carrying on these classes of enormous success, securing more than a thousand students, Mr. Bickerton was pursuing a phenomenal career in the Royal School of Mines, in his first taking 1st class marks in four subjects. Finally he accepted the Professorship of Chemistry in Canterbury College, Christchurch, New Zealand, and took up duties in 1974.

THE PROFESSOR'S INQUIRY.  
It was the appearance, in 1877, of the star, Nova Cygni, which led to Professor Bickerton's generalisation, and his formulation of the theory that the partial impact of two celestial bodies, the result is formed by the coalescing of colliding parts which are torn off. The wounded suns become a pair of new stars, the third body is the new star. This, through the terrific energy impact, is so hot that it explodes if of small size, and is dissipated in space, if of considerable size it becomes planetary nebula.

His theory of Professor Bickerton is in direct opposition to the theory propounded by Lord Kelvin of the "dissipation of energy" resulting in the death of the universe.

The new theory gives us a new cosmic system, that is immortal, that retains within itself the undying power contained within. Lord Kelvin was wrong. Professor Bickerton's theory explains what he himself could not solve, and was willing to agree could not be solved. It has thus validated the doctrine of the dissipation of energy.

Like all pioneers of his belief, Professor Bickell has suffered for the alternative of up his theory or his chair. He has suffered for the alternative of up his professorship. But in 1910 he revealed the fact. The scientific world revealed the value of his work. At the time, Earl Dudley, the Governor-General of Australia, a fund was established to support him. The University of New Zealand Government doubled the salary of Professor Bickell.

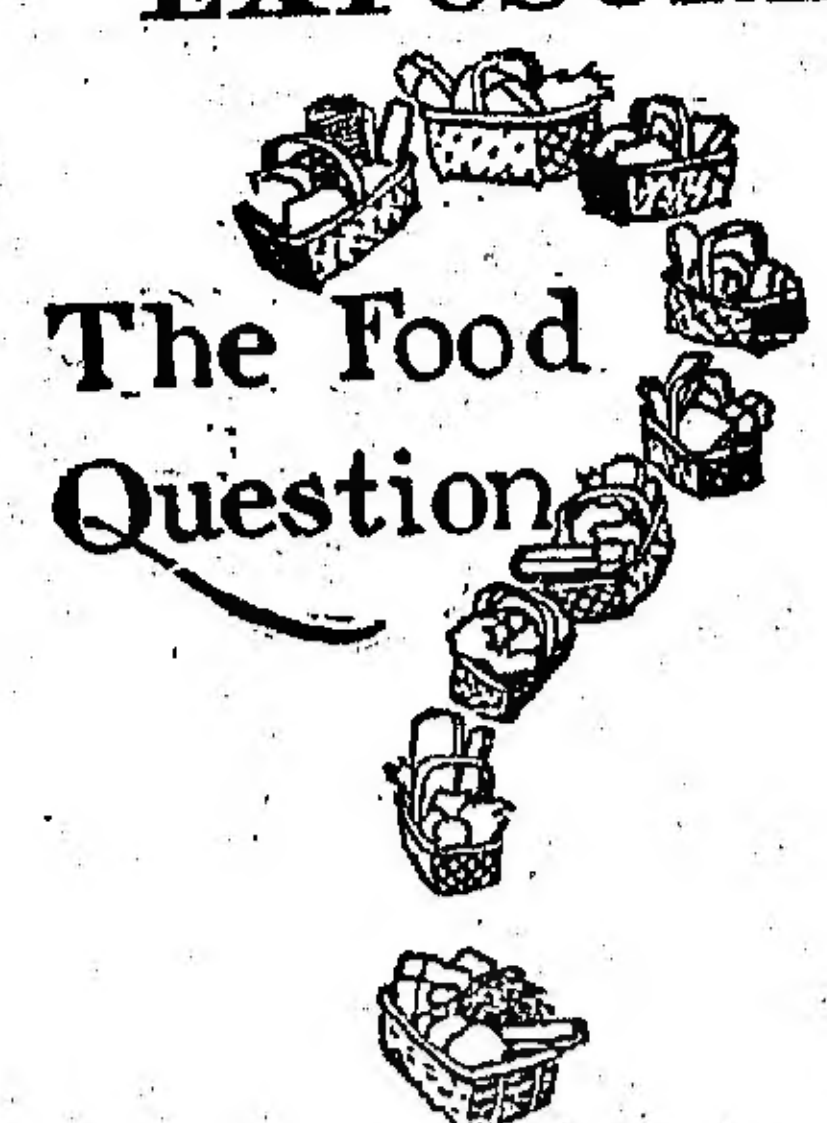
In this way Professor Bickell was able to come to England to study the theory to the scientific bodies in the world. Although in the year one year three ago, and ten, Professor Bickell is more like an energetic man, overflowing with confidence and energy. It is his great hope to see, in his system explained and in the universities, for he has invented methods of calculation and it is important that the world should have the opportunity of teaching the world. It has already been said that his work accepted thirty years ago, was anticipated many of the important astronomical discoveries that have been made in the past decade.

CHAMPION OF OPIUM AND INDEPENDENCE

According to an official action has yet been taken re-rooting up of poppy in the district of Fukien Province, is flowering.

The Ming Pretender, who has a command of 1,500 soldiers in the crops. He receives one as a subsidy, and, consequently to pay his soldiers well, while ment troops complain of none. The rebel soldiers are reported to be in the direction of

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**VICTORIA, VANCOUVER, B.C.****SEATTLE & TACOMA.**

VIA

**SHANGHAI AND JAPANESE PORTS.**

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMER	SAILING
Early Maroh.	

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**  
TELEPHONE No. 780, KING'S BUILDING, PRAYA CENTRAL.

**NEW YORK LINE.**

REGULAR SERVICE FROM

JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the

AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—

**THE BANK LINE, LIMITED.**  
MANAGING AGENTS.

**AFRICAN LINES.****ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH AND CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIG" ... 3,000 tons ... End of February.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED.**  
MANAGING AGENTS.

**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH AND CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG	STEAMER	FROM COLOMBO
15th Feb.	"TYNERIC"	2nd Mar.

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED.**  
MANAGING AGENTS.

**"THE BIG 4" of the PACIFIC MAIL S.S. CO.**

STEAMER	TONS	COMFORT.	FROM HONGKONG calling at
MONGOLIA	27,000 tons, twin screws		SHANGHAI, NAGASAKI,
MANCHURIA	27,000 tons, twin screws		Kobe (via Island Sea),
KOREA	18,000 tons, twin screws		YOKOHAMA and HONO-
SIBERIA	18,000 tons, twin screws		LULU (the Paradise of the
NILE	11,000 tons		Pacific) through Service via
CHINA	10,200 tons		Pacific) through Service via
PERIA	9,000 tons		NEW YORK to Europe.

**SOME FEATURES OF SERVICE.**

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

**The Cost:** is not more by this route with its unparalleled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$54 to London (return ticket \$90.00) and to San Francisco \$36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting
SIBERIA	18,000	TUESDAY, 18th Feb., at 1 P.M.
CHINA	10,200	TUESDAY, 25th Feb., at 3 P.M.
MANCHURIA	27,000	TUESDAY, 4th Mar., at 1 P.M.
NILE	11,000	TUESDAY, 18th Mar., at 3 P.M.
MONGOLIA	27,000	TUESDAY, 25th Mar., at 1 P.M.
PERIA	9,000	TUESDAY, 15th Apr., at 1 P.M.
KOREA	18,000	TUESDAY, 22nd Apr., at 1 P.M.
SIBERIA	18,000	TUESDAY, 6th May, at 1 P.M.

\* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama, Free of Charge.

**HONGKONG-MANILA SERVICE.**

FROM HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
25th Feb.	CHINA	27th Feb.	MANCHURIA 25th Feb.
18th Mar.	NILE	20th Mar.	8th Mar.
15th Apr.	PERIA	17th Apr.	16th Mar.
13th May	CHINA	15th May	5th Apr.
3rd June	NILE	5th June	13th Apr.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).  
**FRED J. HALTON, AGENT.**  
Panama-Pacific International Exposition—San Francisco—1915

**HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 5TH FEBRUARY, 1913.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

THURSDAY, 6TH FEBRUARY, 1913.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 9TH FEBRUARY, 1913.

The Company's Steamship

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

**CANTON-WUCHOW LINE.**

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or via versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

Hotel Mansions (First Floor), opposite the Blake Pier.

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE.  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 P.M.  
S.S. "AFRICA," 8,840 tons, will leave as above on 13th Mar., at 5 P.M.  
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd, £19 3rd Class.  
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 1st Mar., at D'Light. Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £3 3rd Class. Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy. MONTHLY ORDINARY SERVICE TO TRIESTE, FRIEZE AND VENICE, VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.  
S.S. "VORWARTS," 12,900 tons, will leave as above about 10th Feb.  
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.

TO YOKOHAMA, KOBE VIA SHANGHAI.  
S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March. Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

**SANDER, WHEELER & Co., Agents,**

Hongkong, 30th January, 1913. Prince's Building.

**SWEDISH EAST ASIATIC CO., LTD.****GOTHENBURG.**PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMERS TONS DATE OF SAILING.

For Freight and Further Particulars, apply to  
TELEPHONE No. 171.  
**ARTHUR NILSSON & CO.,**  
YORK BUILDINGS, Top Floor.

**SAN FRANCISCO****SCENIC ROUTE**

TRANS-PACIFIC

**TOYO KISEN KAISHA**

TRANS-CONTINENTAL

**WESTERN PACIFIC DENVER AND RIO GRANDE.**

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,500 tons.

S.S. CHYO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND RIO GRANDE.**

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

**C. LAOY GOODRICH,**

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

**JAVA-CHINA JAPAN LIJN**

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of February.	SHANGHAI	First half of February.
TJILATJAP	JAVA	First half of February.	JAPAN	First half of February.
TJILIWONG	—	First half of February.	JAVA	First half of February.
TJIMAH	JAPAN	First half of February.	JAVA	First half of February.
TJIMANOEK	JAVA	First half of February.	JAPAN	First half of February.
TJIPANAS	JAVA	Second half of February.	SHANGHAI	Second half of February.
TJIKINI	JAVA	Second half of February.	JAPAN	Second half of February.
TJITABOEM	JAVA	First half of March.	JAPAN	First half of March.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

**JAVA-CHINA-JAPAN LIJN.**

York Buildings, 1st Floor.

Hongkong, 31st January, 1913.

Telephone No. 375.

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Manganin, Iloilo and Cebu	On 5th Feb., 4 P.M.
RUBI	4000	J. Miller	Manila, Manganin, Iloilo and Cebu	On 15th Feb., 4 P.M.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co., General Managers.  
Hongkong, 28th January, 1913. PHILIPPINES S.S. Co.

**BRITISH INDIA S. N. CO., LTD.****- A P C A R LINE.**

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

**EASTWARD.**

S.S. "THONGWA," 6,298 tons, Capt. Fysh, will be despatched to SHANGHAI, KOBE and MOJI on 15th Feb.  
S.S. "TORILLA," 4,600 tons, Capt. Swensen, will be despatched to KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 21st Feb.

**WESTWARD.**

S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 12th Feb.  
S.S. "JELUNGA," 5,206 tons, Capt. D. Macfadyen, will be despatched as above on 17th Feb.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

**DAVID SASSOON & CO., LTD.**

Hongkong, 4th January, 1913.

Agents.

**NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"BREMEN," Capt. B. WILHELM, 20,800		Wednesday, 19th Feb., at 10 A.M.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ... "DERFFLINGER," Capt. T. FROSCHE, 17,000 ... About Friday, 7th Feb.

MANILA, YAP, MARON, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ... "PRINZ SIGISMUND," Capt. D. LERZ, 6,000 ... Saturday, 22nd Feb., at 9 A.M.

KOBE and YOKOHAMA ... "PRINZ WALDEMAR," Capt. H. BREMER, 6,000 ... About Tuesday, 4th Mar.

KUDAT and SANDAKAN ... "BORNEO," Capt. F. SANBELL, 5,000 ... End of Feb.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

For Further Particulars apply to

**NORDDEUTSCHER LLOYD,****MELOHRS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 5th February, 1913.

**PASSENGER SEASON 1913.****NORDDEUTSCHER LLOYD. BREMEN.****MAGNIFICENT FAST LINERS.**

STEAMSHIP	DISPLACEMENT	ON FEBRUARY 19TH.
"BREMEN"	21,000	"
"DERFFLINGER"	17,250	" ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH"	16,000	" ON MARCH 19TH.
"BUELOW"	17,250	" ON APRIL 1ST.
"PRINZESS ALICE"	20,300	" ON APRIL 16TH.
"LUETZOW"	17,300	" ON APRIL 29TH.

\* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIER, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

(System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

**MELOHRS & Co., GENERAL AGENTS.**

Hongkong, 17th December, 1912.

**THOS. COOK & SON. TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.**

Head Office for the Far East—16 DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.



## SHIPPING

## ARRIVALS.

ALTMARK, German str., 2,716, H. Lucning, 4th February—Shanghai 1st February.  
General.—Hamburg-Amerika Linie.  
HAIKUN, British str., 616, J. W. Evans, 4th February—Swatow 3rd February.  
General.—Douglas, Lapraik & Co.  
KONGWAI, German str., 1,116, E. Kohler, 4th February—Bangkok 25th January, Rice and General.—Melchers & Co.  
KIRIN MARU, Japanese str., 3,801, M. Deguchi, 4th February—Singapore 25th January, General.—Nippon Yusen Kaisha.  
LOONGSANG, British str., 1,093, W. G. G. Leask, 4th February—Manila 1st February, General.—Jardine, Matheson & Co.  
PHEUMMENT, British str., 1,000, J. H. Scott, 4th February—Saigon 29th January, Rice and General.—Chinese.  
SCUDA, British str., 2,987, C. E. Irving, 4th February—Yokohama 1st January, General.—P. & O. S. N. Co.  
TEUCHER, British str., W. Yarwood, 4th February—Liverpool 5th January, General.—Butterfield & Swire.  
YATSIUNG, British str., 1,431, R. Y. Anderson, 3rd February—Singapore 24th January, General.—Jensen & Co.  
YENDO, Swedish str., 2,168, C. H. Anderson, 3rd February—Singapore 27th January, General.—A. Nielsen & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
February 4th.

ALTMARK, German str., for Singapore.  
SCUDA, British str., for London.  
TEUCHER, British str., for Yokohama.  
YATSIUNG, British str., for Canton.

## DEPARTURES.

February 4th.

CHANGSHA, British str., for Manila.  
GOEBEN, German str., for Bremen.  
HITACHI MARU, Jap. str., for Yokohama.  
KIRIN MARU, Japanese str., for Yama.  
KOREA, American str., for Shanghai.  
KWANGLOE, Chinese str., for Canton.  
LAOSONG, British str., for Singapore.  
LUCOW, British str., for Saigon.  
MARIE, German str., for Saigon.  
PRINZ STIEGMEYER, Ger. str., for Japan.  
KAWACHI MARU, Japanese str., for S'pore.  
NEDDO, British str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Loongsang* reports: Moderate monsoon and fine weather.  
The British str. *Pheumment* reports: Strong monsoon and high sea.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The P.M. str. *Siberia*, carrying the American mail, left Yokohama for this port via Manila on the 29th January, between 10 a.m. and noon.  
The P.M. str. *China* left San Francisco on the 17th January, for Hongkong via Honolulu, Japan ports and Manila.  
The P.M. S.S. Co. str. *Manchuria* left San Francisco for this port via Honolulu, the usual Japan Ports and Manila on Thursday, the 23rd inst.  
The T.K.K. str. *Choyo Maru* leaves San Francisco for Hongkong via usual ports of call and Manila on the 1st February, and may be expected here on the 4th March.

## THE AUSTRALIAN MAIL.

The E. & A. str. *Admham* from Sydney, etc., will arrive at Manila on the 5th February.  
The E. & A. str. *Empire*, from Sydney, etc., left Port Darwin on the 2nd February for this port (via Timor and Manila).

## THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* left Vancouver, B.C. for Hongkong (via usual ports of call) on the 27th January, a.m.

## THE GERMAN MAIL.

The I.G.M. str. *Derfflinger*, carrying the German mails with dates from Berlin of the 8th January, left Colombo on the 26th January, and may be expected here on or about 6th February.

## MERCHANT STEAMERS.

The Mogul Line str. *Athal* left Singapore for Hongkong on the 1st February, and is due here on or about 8th February.  
The R.V.P. str. *Faroas* left Colombo on the 28th January, and is expected to arrive in Hongkong on the 11th February.  
The T.K.K. str. *Buyo Maru* left Manila for Hongkong on the 23rd January, and is due in Hongkong on the 20th March.  
The str. *Glenfarg* passed the Suez Canal on the 24th January, for Hongkong via Straits.  
The Mogul Line str. *Ghazal* left United Kingdom on the 26th January, for the Far East via Straits.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

*Namsang*, from Singapore, is due in Hongkong 5th February.  
*Zawing*, from Moji, is due in Hongkong 8th February.  
*Kuangsang*, from Shanghai, is due in Hongkong 8th February.  
*Poshing*, from Guaymas, is due in Hongkong 5th February.

## SHIRE LINE, LIMITED.

*Den of Crombie*, from London, is due in Hongkong 8th February.  
*Quilua*, from Rangoon, is due in Hongkong 12 February.

*British India Steam Navigation Co., Ltd.*  
*Quilua*, from Rangoon, is due in Hongkong 12th February.  
*Fultala*, from Moji, is due in Hongkong 5th February.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw," together with the number denoting the section.						
SECTIONS.						
1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point						
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	SECT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA...	Brit. str.	...	C. E. Irving, R.N.R.	F. & O. S. N. Co.	To-day, at 10 a.m.
LONDON & ANTWERP...	PEMBROKESHIRE...	Brit. str.	...	H. G. Evans R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 6th inst.
LONDON, via Usual Ports of Call...	HIMALAYA...	Brit. str.	...	...	...	On 15th inst., at Noon.
HAYRE, BREMEN & HAMBURG, &c.	ALTMARK...	Ger. str.	...	...	...	To-day.
HAYRE, ROTTERDAM, BREMEN & HAMBURG, &c.	BRISGATA...	Ger. str.	...	...	...	On 8th Mar.
HAYRE, BREMEN & HAMBURG, &c.	BRISGATA...	Ger. str.	...	...	...	On 16th Mar.
MARSEILLES, BREMEN, HAMBURG & ANTWERP, &c.	O. J. D. AHELES...	Ger. str.	...	...	...	On 10th inst.
MARSEILLES, BREMEN & HAMBURG, &c.	BRISGATA...	Ger. str.	...	...	...	On 12th inst., at D'light.
MARSEILLES, BREMEN & HAMBURG, &c.	BRISGATA...	Ger. str.	...	...	...	On 15th Mar.
VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	MEXICO MARU...	Jap. str.	...	...	...	To-day, at 2 p.m.
VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	INARA MARU...	Jap. str.	...	...	...	On 11th inst., at Noon.
VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	CHICAGO MARU...	Jap. str.	...	...	...	On 24th inst., at 2 p.m.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA...	Aust. str.	...	...	...	About 10th inst.
NEW YORK VIA SUEZ CANAL...	INDRADEO...	Brit. str.	...	...	...	On 13th inst., at 5 p.m.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL...	INDRADEO...	Brit. str.	...	...	...	On 15th inst.
YANCOUVER VIA SHANGHAI, JAPAN, &c.	IMPRESS OF JAPAN...	Brit. str.	...	...	...	About 26th inst.
YANCOUVER VIA SHANGHAI, JAPAN, &c.	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 8th inst., at 7 a.m.
YANCOUVER (B.C.) & PORTLAND (Or.)...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 8th Mar., at 7 a.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 22nd Mar.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 11th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 18th inst., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 25th inst., at 3 p.m.
AUSTRALIAN PORTS VIA MANILA...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 12th inst., at Noon.
CAPEPORTS VIA MAURITIUS...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 22nd inst., at 9 a.m.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	End of Feb.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 23rd Apr., at Noon.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 8th inst., at D'light.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 13th inst., at Noon.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	About 2nd Mar.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 13th inst., at 11 a.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 21st inst.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	About 4th Mar.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 12th inst., at Noon.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	Quick despatch.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	To-morrow, at Daylight.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	About 7th inst.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	About 9th inst.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 6th inst., at Noon.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 10th inst., at 6 p.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	About 10th inst.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 11th inst.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 12th inst.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	About 13th inst.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 15th inst.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 1st Mar., at D'light.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	Quick despatch.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	To-day, at 8 a.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 9th inst., at 10 a.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 12th inst., at 10 a.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	To-day, at 8 a.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 9th inst., at D'light.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 11th inst., at D'light.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 11th inst., at 10 a.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	To-day, at 4 p.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	To-day, at 4 p.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 8th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 15th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 15th inst., at 4 p.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	Quick despatch.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 17th inst.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 8th inst., at Noon.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 8th inst.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 9th inst., at D'light.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 9th inst., at D'light.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	End of February.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 8th inst., at 10 a.m.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 8th inst., at D'light.
YOKOHAMA, KOBE & MOJI...	IMPRESS OF JAPAN...	Brit. str.	...	...	...	On 12th inst., at 9 a.m.

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES

For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"PAUL LEOAT"

Captain Lancelotti, will be despatched for the above Ports on MONDAY, the 10th Feb., at or about 6 p.m.

For Freight or Passage, apply to F. THOMAS, Agent.

Hongkong, 30th January, 1913.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CHYLOM, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITHRANIAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"HIMALAYA"

Captain H. G. Evans, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY via ADEN, on SATURDAY, 15th February, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MORNA".

11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Only Bulk and Valuable Cargo for France and London will be received for shipment by this Vessel and will be transhipped at Colombo into the Mail Steamer proceeding via Bombay direct to Marseilles and London.

Silk and Valuable Cargo for Bombay will be transhipped to the "MORNA" at Colombo; other Cargo for Bombay will be conveyed via Aden in the s.s. "HIMALAYA".

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd February, 1913.

THE "INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL (With Liberty to Call at the Malabar Coast)

THE Steamship

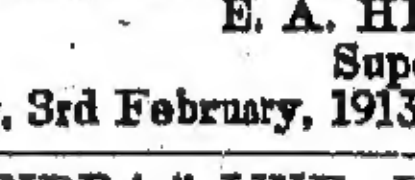
"INDRAWADI"

Captain Chatterjee, will be despatched as above on SATURDAY, 15th February.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 29th January, 1913.

HONGKONG-BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO.

For BOSTON & NEW YORK VIA PORTS & SUEZ CANAL

(With Liberty to call at the Malabar Coast.)

S.S. "INDRADEO"

On or about 26th Feb. 1913.

For freight and further information apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 28th January, 1913.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores—

KOWLOON BOOK STALL, Ferry Wharf

near HUNG CHEONG, Harbour Road

ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route

from CANTON to WUCHOW

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

## WESTWARD.

The S.S. "FULTALA" 4,154 tons gross, Capt. H. W. Tallent, will be despatched for SINGAPORE, PENANG and RANGOON on the 9th Feb., at D'light, taking Cargo at Current Rates.

## EASTWARD.

The S.S. "QUILUA" 7,697 tons gross, Captain Cole, will be despatched for YOKOHAMA and KOBE on the 13th Feb., at Noon, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215.

Hongkong, 5th February, 1913.

## THE ROYAL MAIL STEAM PACKET COMPANY.

## "SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STRAITS DATE DEPARTURE  
LONDON & ANTWERP... "PEMBROKESHIRE"... About 6th Feb.  
SHANGHAI, KOBE & YOKOHAMA... "DEN OF CROMBIE"... About 10th Feb.  
LONDON & ANTWERP... "CARMARTHENSHIRE"... About 1st Mar.  
SHANGHAI, KOBE & YOKOHAMA... "DEN OF GLAMIS"... About 10th Mar.

\* Does not carry passengers.  
These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated midships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215.

Hongkong, 17th January, 1913.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS DATE DEPARTURE  
SHANGHAI & DALNY... "LOKSANG"... Thursday, 6th Feb. D'light.  
CHINWANTAO... "ONSANG"... Saturday, 8th Feb. D'light.  
YOKOHAMA, KOBE & MOJI... "YATSHING"... Saturday, 8th Feb. D'light.  
SINGAPORE, PENANG & CALCUTTA... "FOOKSANG"... Saturday, 8th Feb. Noon.  
SINGAPORE, PENANG & RANGOON... "NAMSANG"... Saturday, 8th Feb. Noon.  
SINGAPORE, PENANG & CALCUTTA... "LOONGSANG"... Saturday, 8th Feb. 2 p.m.  
SINGAPORE, PENANG & CALCUTTA... "YUNGSANG"... Saturday, 15th Feb. 2 p.m.

RETURN TOURS TO JAPAN.  
The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze, Ports, Chetco, Tientsin, Dally, Weihaiwei, Tsingtau and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215.</